

two issues. The Committee on Resources did amend the bill to reflect technical changes to the legislation requested by the National Park Service.

We on the minority side support passage of the bill, as amended.

Madam Speaker, I yield back the balance of my time.

Mr. CALVERT. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from California (Mr. CALVERT) that the House suspend the rules and pass the bill, H.R. 4404, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

IVANPAH VALLEY AIRPORT PUBLIC LANDS TRANSFER ACT

Mr. GIBBONS. Madam Speaker, I move to suspend the rules and concur in the Senate amendments to the bill (H.R. 1695) to provide for the conveyance of certain Federal public lands in the Ivanpah Valley, Nevada, to Clark County, Nevada, for the development of an airport facility, and for other purposes.

The Clerk read as follows:

Senate amendments:

Page 2, lines 24 and 25, strike out "assessment" and insert "assessment, using the airspace management plan required by section 4(a)".

Page 3, strike out lines 15 through 22 and insert:

(2) DEPOSIT IN SPECIAL ACCOUNT.—(A) The Secretary shall deposit the payments received under paragraph (1) into the special account described in section 4(e)(1)(C) of the Southern Nevada Public Land Management Act of 1998 (112 Stat. 2345). Such funds may be expended only for the acquisition of private inholdings in the Mojave National Preserve and for the protection and management of the petroglyph resources in Clark County, Nevada. The second sentence of section 4(f) of such Act (112 Stat. 2346) shall not apply to interest earned on amounts deposited under this paragraph.

(B) The Secretary may not expend funds pursuant to this section until—

(i) the provisions of section 5 of this Act have been completed; and

(ii) a final Record of Decision pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) has been issued which permits development of an airport at the Ivanpah site.

Page 3, strike out all after line 22 over to and including line 2 on page 4 and insert:

(d) REVERSION AND REENTRY.—If, following completion of compliance with section 5 of this Act and in accordance with the findings made by the actions taken in compliance with such section, the Federal Aviation Administration and the County determine that an airport should not be constructed on the conveyed lands—

Page 4, line 23, strike out "Secretary," and insert "Secretary, prior to the conveyance of the land referred to in section 2(a)."

Page 5, line 18, after "agencies," insert "Any actions conducted in accordance with this section shall specifically address any impacts on the purposes for which the Mojave National Preserve was created."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Nevada (Mr. GIBBONS) and the gentleman from New Jersey (Mr. HOLT) each will control 20 minutes.

The Chair recognizes the gentleman from Nevada (Mr. GIBBONS).

GENERAL LEAVE

Mr. GIBBONS. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the legislation under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Nevada?

There was no objection.

Mr. GIBBONS. Madam Speaker, I yield myself such time as I may consume.

(Mr. GIBBONS asked and was given permission to revise and extend his remarks.)

Madam Speaker, first I would like to thank the chairman of the Committee on Resources, the gentleman from Alaska (Mr. YOUNG), and the ranking member, the gentleman from California (Mr. MILLER), as well as the chairman of the subcommittee, the gentleman from Utah (Mr. HANSEN), for their help and guidance on this very important piece of legislation for the State of Nevada.

I would also like to thank the House Members and our colleagues for their previous vote of 420 to 1 in support of H.R. 1695 for Nevada and its future.

The Las Vegas metropolitan area is the fastest growing metropolitan area in the country, growing by over 60,000 people in 1998. McCarran Airport, which currently serves the Las Vegas area, has seen its passenger traffic grow by over 64 percent in the last 10 years.

Because the Bureau of Land Management owns over 90 percent of the land in Clark County, any new airport to serve southern Nevada must be located on land purchased from the Federal government. Realizing that McCarran Airport would reach its full capacity in 2008, the Clark County Aviation Department completed an extensive review of options available for meeting the growing needs of air traffic in southern Nevada.

Because of the restricted airspace of Las Vegas due to military uses, and the existing full precision instrument landing requirements of McCarran Airport, the committee concluded that the Ivanpah Airport site is the only viable option that can accommodate the growing air traffic needs of the region.

H.R. 1695, the Ivanpah Valley Public Land Transfer Act, is of vital importance to the future health of the tourism economy of southern Nevada. Therefore, it authorizes the Secretary of the Interior to convey lands in the Ivanpah Valley to Clark County, Nevada for a second airport.

The legislation also requires that the land be returned to the Department of the Interior should the airport develop-

ment prove to be infeasible after abiding by all Federal, State, and local environmental rules and regulations.

Passage of H.R. 1695, with the inclusion of Senate amendments, will allow Clark County to proceed with the NEPA analysis and the proposed development of a new airport.

There are those who feared that commercial jets will fly over the Mojave Preserve. To address this very concern, the Federal Aviation Administration will undertake an airspace study to develop an airspace management plan that prohibits flights over the Mohave Preserve in California unless there is a safety reason for doing so.

Clark County will also be required to pay fair market value for the land, and the airport will be publicly owned and operated. The revenues collected by the government for sale will be available for use by the BLM for acquiring inholdings in the Mojave Preserve and to protect archeological sites in Clark County.

H.R. 1695 is supported by the entire bipartisan Nevada congressional delegation, and has been endorsed by business and labor interests from Nevada. The House supports this bill with inclusion of the Senate amendment, and we would be grateful for a concurring vote by this body.

Madam Speaker, I reserve the balance of my time.

Mr. HOLT. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, H.R. 1695 directs the conveyance of a substantial tract of public lands located near the Mojave National Preserve for development of a large commercial airport and related facilities for the Las Vegas area.

As the gentleman from Nevada (Mr. GIBBONS) has presented, this is a rapidly growing area, and adjustments do need to be made for air traffic.

The bill originally passed the House on March 9 of this year. The Senate passed the bill on October 5, and has returned the measure to the House with amendments.

Prior to House consideration in March, H.R. 1695 was a very controversial measure. The bill was opposed by the administration, the environmental community, and many Members because the legislation failed to address adequately the potential environmental impacts, land use conflicts, and administrative problems associated with this large-scale land conveyance.

Fortunately, changes were made by the House to address most of these concerns. A significant improvement was made to the bill by providing joint lead agency status for the Department of the Interior on the environmental impact statement necessary for the planning and construction of the airport facility on the conveyed lands.

The potential environmental impacts of such an airport involve the Mojave National Preserve and other resource responsibilities of the Department of the Interior, so it is only proper that the Department be closely involved.

The Senate amendments are good in that they clarify the requirements of the airspace assessment and the environmental protection analysis, as well as the timing and the use of the proceeds derived from the sale of public lands for airport purposes.

Of particular note, the Senate amendments specifically require the NEPA analysis to address any impacts on the purposes for which the Mojave National Preserve was established, and allow sale proceeds to be used to acquire inholdings in the Mojave National Preserve.

I also want to take this opportunity especially to commend my colleague, the gentlewoman from Nevada (Ms. BERKLEY), who represents Las Vegas, on this and other issues. The gentlewoman from Nevada (Ms. BERKLEY) has shown herself to be a strong advocate for her community and for the environment. She has been a persistent advocate for this legislation.

Madam Speaker, even with the changes made by the Senate the bill is not perfect, but it certainly is an improvement from where the legislation started, and the minority will support this bill.

Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. GIBBONS. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, let me say that I agree with my colleague, the gentleman from New Jersey (Mr. HOLT), on the improvements to this bill. I suggest that this much needed piece of legislation will greatly improve the State of Nevada's economy, and help all of us with that.

Madam Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Nevada (Mr. GIBBONS) that the House suspend the rules and concur in the Senate amendments to the bill, H.R. 1695.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the Senate amendments were concurred in.

A motion to reconsider was laid on the table.

LINCOLN HIGHWAY STUDY ACT OF 1999

Mr. CALVERT. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 2570) to require the Secretary of the Interior to undertake a study regarding methods to commemorate the national significance of the United States roadways that comprise the Lincoln Highway, and for other purposes.

The Clerk read as follows:

H.R. 2570

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Lincoln Highway Study Act of 1999".

SEC. 2. NATIONAL PARK SERVICE STUDY AND REPORT REGARDING THE LINCOLN HIGHWAY.

(a) FINDINGS.—The Congress finds the following:

(1) The Lincoln Highway, established in 1913, comprises more than 3,000 miles of roadways from New York, New York, to San Francisco, California, and encompasses United States Routes 1, 20, 30 (including 30N and 30S), 40, 50, and 530 and Interstate Route 80.

(2) The Lincoln Highway played a historically significant role as the first United States transcontinental highway, providing motorists a paved route and allowing vast portions of the country to be accessible by automobile.

(3) The Lincoln Highway transverse the States of New York, New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California.

(4) Although some parts of the Lincoln Highway have disappeared or have been realigned, the many historic, cultural, and engineering features and characteristics of the route still remain.

(5) Given the interest by organized groups and State governments in the preservation of features associated with the Lincoln Highway, the route's history, and its role in American popular culture, a coordinated evaluation of preservation options should be undertaken.

(b) STUDY REQUIRED.—The Secretary of the Interior, acting through the Director of the National Park Service, shall coordinate a comprehensive study of routes comprising the Lincoln Highway. The study shall include an evaluation of the significance of the Lincoln Highway in American history, options for preservation and use of remaining segments of the Lincoln Highway, and options for the preservation and interpretation of significant features associated with the Lincoln Highway. The study shall also consider private sector preservation alternatives.

(c) COOPERATIVE EFFORT.—The study under subsection (b) shall provide for the participation of representatives from each State traversed by the Lincoln Highway, State historic preservation offices, representatives of associations interested in the preservation of the Lincoln Highway and its features, and persons knowledgeable in American history, historic preservation, and popular culture.

(d) REPORT.—Not later than 1 year after the date on which funds are first made available for the study under subsection (b), the Secretary of the Interior shall submit a report to Congress containing the results of the study.

(e) LIMITATION.—Nothing in this section shall be construed to authorize the Secretary of the Interior or the National Park Service to assume responsibility for the maintenance of any of the routes comprising the Lincoln Highway.

(f) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated \$500,000 to carry out this section.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California (Mr. CALVERT) and the gentleman from New Jersey (Mr. HOLT) each will control 20 minutes.

The Chair recognizes the gentleman from California (Mr. CALVERT).

Mr. CALVERT. Madam Speaker, I yield such time as he may consume to the gentleman from Ohio (Mr. REGULA).

(Mr. REGULA asked and was given permission to revise and extend his remarks.)

Mr. REGULA. Madam Speaker, I thank the gentleman for yielding time to me.

Madam Speaker, I rise in support of H.R. 2570, the Lincoln Highway Study Act. This legislation will provide for an evaluation of the significance of the Lincoln Highway in American history, options for its preservation, and interpretation of its significant features.

Several years ago, Congress passed similar legislation for Route 66, followed by passage in 1999 of the Route 66 Corridor Act. While Route 66 certainly has historic and cultural significance to the development of the United States, I would suggest that the Lincoln Highway merits equal consideration.

The Lincoln Highway was established in 1914 and comprises more than 3,000 miles of roadway, from New York City to San Francisco. Beginning in Times Square, it transverse the States of New York, New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, and Nevada before ending in California.

Many people are surprised to learn that it was America's first coast-to-coast roadway, opening the country to bicoastal motoring. As the first transcontinental highway, it played an historically significant role in providing motorists with the first paved route and allowing vast portions of the country to be accessible by automobile.

Although some parts of the Lincoln Highway have disappeared or have been realigned, the many historic cultural and engineering features and characteristics of the route still remain. These features and cultural attractions along its route have become popular tourist attractions in many areas, and contribute to the economic development of the communities along the highway.

The American Automobile Association now provides the route of the Lincoln Highway on their maps and brochures of the States it crosses. In a letter to Members of Congress, the AAA stated "With renewed interest on the part of tourists to explore and experience our rich cultural heritage, we are missing an opportunity by not fully recognizing the role this highway played in our history."

The National Lincoln Highway Association, located in Illinois, works with the State chapters to sponsor events to commemorate and preserve the highway. Some State governments have already undertaken studies within their States.

Given the interest by organized groups and State governments in the preservation of features associated with the Lincoln Highway, the route's history, and its role in American popular culture, a coordinated evaluation of its historic contributions and preservation options should be undertaken.